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Don't Forget:

June 8:

Austin Day in the Park

June 26:

Highland Games

July 1 Meeting: 7:00

Site to be announced!

Best Calendar Online:

www.vancouverminiclub.ca

Other Branch Websites:

South Island:

www.oecc.ca

Central Island:

members.shaw.ca/cioecc

Northern Interior:

www.karlson.ca:8080/carpathia/nibac

AGM & Mini-Monte

Fred Bennett

This year's Annual General Meeting, hosted by the Central Island Branch of the Club, was held May 3 and 4 at the Nanoose Bay Lodge. The event began with the traditional Mini-Monte, the starting point being the Northwest Bay Road exit from the Island Highway after leaving Nanaimo. This route eventually lead to the Nanoose Bay Lodge after some side trips. One of the highlights of the day was intermittent downpours so it was "tops-up" weather.

Some forty English cars of varying vintages arrived at the Lodge were displayed on a grassy area. Wandering, socializing and viewing cars for the "People's Choice" award were the order of the afternoon. Gathered were members from the Comox Valley, Central Island, Northern Interior, South Island, and, of course, Vancouver Coast Branches. The Thompson (Kamloops) Branch was unable to attend. Our Branch was well represented with Paul and Kelly Beenham, Les and Carol Hetherington, Bart and Audrey Shaw, Roy and Joann Wilkins, Branch Chairperson Gerry Parkinson, Sheila and myself attending.

The day continued with cocktails at 6:00 and a banquet at 7:00. Costumes with a nautical theme were in order. During an enjoyable buffet we played a novel game consisting of assembling a model engine, complete engine block, head, sump, crankshaft, and pistons - while blindfolded. Participants were timed.

At 9:30 Sunday morning the Annual General Meeting was convened with President Pat Sparks in the Chair. Reports were given, minor business conducted, and elections held. No incumbents ran for reelection. Our new executives for 2003-04 are:



President: Dennis Atkinson (South Island)

Vice-President: Brian Wright (Comox Valley)

Secretary: Patricia Sparks (South Island)

Treasurer: Valerie Barrie (South Island)

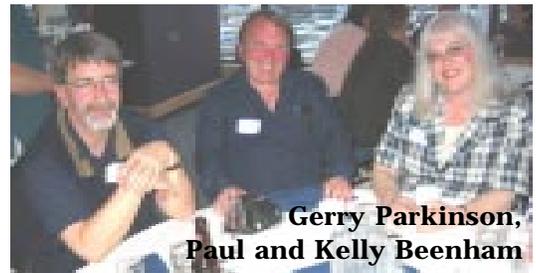
Appointed Positions:

Registrar/Webmaster: Dennis Smith (South Island)

Regalia: Derrick Sparks (South Island)

Awards were given as follows:

Mini-Monte, 1st Place: Paul and Kelly Beenham (Vancouver Coast)



Mini-Monte, 2nd Place: Les and Carol Hetherington, (Vancouver Coast)

Costumes, 1st Place:

Roy Wilkins as Lord Nelson (Vancouver Coast)

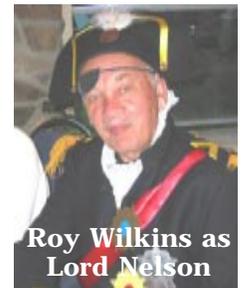
Costumes, 2nd Place:

Valerie Barrie (South Island)

People's Choice Car,

1st Place: Roy and Joann Wilkins'

Austin Seven Van (Vancouver Coast)



Roy Wilkins as Lord Nelson

Continued on page 6

Ramblings from the Chair

Gerry Parkinson

This is the first issue of the Roundabout where I get to write "Ramblings from the Chair." Fred has always done such a superb job of being Chairperson that it is a hard act to follow. As I come up to speed on the running of the club, I have noticed that everyone is very tolerant, helpful and encouraging. Believe me, I have needed many prompts, reminders and explanations in my first two months as Chairperson. More than anything, I am continually amazed how many very capable club members step forward to volunteer when a job needs doing. Whether it is working as part of the ongoing club executive or organizing a specific event, everyone has a role to play and people have volunteered willingly!

The last two months have presented a very full calendar for OECC club events. In addition to the two regular club meetings, we have had the Easter Saturday Fantasy Gardens to Britannia Shipyard Run, the Classic and Custom Car Show Booth at Tradex, the Society AGM and Mini Monte at Schooner Cove, the Van Dusen ABFM Garden Party at Paul and Kelly Beenham's, and the First Annual Spring Fun Run at Fort Langley. I have attended all of these events and found each one to be well organized and a really fun time.

One of the objectives of the club is to have more driving events to supplement our first Tuesday of the month meetings throughout the year. The recent Easter Saturday Run and Spring Fun Run are examples. Each of these runs was organized by two or three volunteers who took on the whole job and delivered very successful events that were fun for all involved. I would strongly encourage you to participate in future events of this type either as an organizer or participant. I think you will find it very gratifying. If you have ideas for another run, or would like to organize one, please let myself or any of the club executive know.

As we move into summer there are several events and shows that we will participate in as a club or as individuals, and I encourage you all to come out and be apart of the fun. If you are a club member who we may have never met in person because you don't attend the first Tuesday of the month meetings, we would love to see you at one of the summer shows. Come by and introduce yourself so we can put a face to the name on the club roster!

Upcoming Events

Plan ahead!

Austin Day in the Park

When: Sunday, June 8
Where: Dear Lake Park, Burnaby
Information: Steve Diggins (604-294-6031)

Father's Day - Beacon Hill Park

When: Sunday, June 15
Where: Beacon Hill Park, Victoria
Information: Bristol Motors (250-388-5923)

Highland Games (see article on page 8)

When: Saturday, June 28
Where: Town Centre Stadium, Coquitlam
Information: Jon Bell (604-434-7433)

10th Annual Rally in the Valley

When: July 4, 5 & 6
Where: Okanagan Valley, British Columbia
Information: www.obcc.ca/ritv.htm

4th Annual Royal City Show & Shine

When: July 12 & 13
Where: Columbia St., New Westminster
Information: www.newwestcarshow.com

Minter Gardens

When: July 20
Where: Minter Gardens
Information: 604-853-9632

Bellevue ABFM

When: July 25 & 26
Where: Bellevue Community College
Information: www.abfm.com

26th Annual LeMay Auto Museum Show

When: Saturday, August 30
Start: 423 E. 152nd, Tacoma, Washington
Information: www.lemaymuseum.org

At the Wheel

Chairperson: Gerry Parkinson 604-943-3824
or gparkinson@knowledgetech.com

Vice-Chair: Fred Bennett 604-939-1773 or
Fax: 604-939-1753

Treasurer: Elaine Lafontaine 604-591-3332 or
Wolseley@lightspeed.ca - Membership renewals:
#73-8190 King George Highway, Surrey, BC V3W 5B7

Secretary: Owen Henry 604-581-1187 or
oeccvancouver@shaw.ca - New memberships and
correspondence: 15178 98th Ave., Surrey, BC V3R 9N5

Events Coordinator: Steve Diggins 604-294-6031
or stevied@telus.net

Resource & Library Registrar: Ivan Fisher 604-270-1096

Phone Committee Chief: Paul Beenham 604-278-4140

Roundabout Editor: Steve Hutchens 360-733-3568
Send Articles & Ads to sphutchens@yahoo.com or
2090 N Shore Road, Bellingham, WA 98226-7864

Follow That Cambridge Run

Walter Reynolds

Originally intended to be the second "Follow that Cambridge" run for Jensen Healeys (and their owners), the May 3 run turned into a multi-club event. Clubs that were (unofficially) represented included the Jensen Healey Preservation Society, Jensen Owners Club, Old English Car Club, Vancouver Mini Club and the Morgan Owners Group Northwest.

Sixteen people gathered at the Pitt Meadows



McDonald's to proudly displaying their treasures prior to our sedate ramble through the countryside, ending at the Chilliwack Airport. This day's treasure trove included our Cambridge, Carl Knorr's MG Midget, David Ballantyne's Jensen Interceptor, Gene and Diane Marcotte's convertible Metropolitan, Jim and Irma Cave's convertible Metropolitan, Gert and Lesley Friedrich's 1948 Morris 10/4, Mike Smith's Bentley "S" Type [first time out for the "big guy" - the Bentley, that is], Marg Smith was in the daily driver Jag along with Chester [?] the dog - no doggies allowed in the Bentley (eh what!), John Goolevitch's Mini, Bob and Sharon Green's daily driver 2002 Thunderbird (I was expecting them in their Morgan and nearly drove off without them!) and Dennis Nelson's TR3.

Off we went on the first leg of our journey through Pitt Meadows, Maple Ridge, Mission and then into Clayburn for a high cholesterol snack of scones, clotted creme and jam at the Clayburn Village General Store north of Abbotsford. Before he started out from his home, Carl noticed that it was not raining so he left the top for his Midget at home (no point in carrying the extra baggage, so he thought!). By the time we left the McDonald's parking lot, the rain had started. All through the day the rain came and went, sometimes targeting only Carl's car. Anyway, Carl was able to get dried out (sort of) while we were at Clayburn, but when we started the next leg (in Carl's case, read "soak"), the rain was a comin' down. Those of us with some degree of sympathy for Carl's plight, though self inflicted, loaned him

extra clothing to help stave off the damp.

Driving through Mission along Dewdney Trunk Road, some of the participants noticed that the Mini was missing - washed off the road, no doubt. Alas, no such disaster - John and his Mini left the group part way through the Mission section because he had to get some work done by a Mission Mini specialist. Well, that's his story anyhow. My spin on that is that he had to go to Mission but didn't want to cross the border (from Maple Ridge to Mission) without nine old English cars going ahead of him first! On this same section of the run, David Ballantyne took a

beeline across Cedar Street in Mission and straight into the Mohawk gas station. Seems that his car needed the station's complete fuel supply to feed the big V-8 under the Interceptor's hood. Left no gas for Mike's Bentley though which probably has an even bigger engine than

David's.

From Clayburn we trundled through the back roads of Abbotsford flitting here and there across the No.1 Freeway, under railroad tracks and between fields (and rain showers, of course). In Abbotsford, after driving through several sections of muddy road (thanks to the local farmers), I decided that I had to come up with some excuse for having taken these pristine vehicles through several of Mother Nature's car washes only to lead them astray through farmer's mud (at least I hope it was only mud!). My excuse was that on Friday, I'd asked the farmers to keep the roads clear of mud, but no one listened: Story of my life!

It's amazing what you see when you drive south of the No.1 Freeway through Abbotsford and Sardis into Chilliwack. Actually it was a lesson in climatology - at Carl's expense, of course. You see, there's a row of mountains south of the Freeway and with our route we kept on going close to them, then away from them, only to go back to them. Each time we went away from the mountains, the rain would ease off (note that I didn't say "stop"), only to go heavier the closer we got to the mountains. Linda and I came up with a rain gauge for this part of the trip. We called it the "Carl Gauge." It was a one to ten scale, with ten being the highest. We hit several sevens and eight plus some twos. Our little entourage became broken up going through Sardis, thanks to all the traffic lights. However, Jim and Irma did try to drag race our

Cambridge with their Metropolitan when they found they were in the wrong lane to go over the Freeway at Cottonwood Mall in Chilliwack. Strains of the little Nash Rambler and Cadillac song (where the Nash Rambler owner only wanted instructions to get out of second gear) were racing through my head. Thankfully, by the time we reached the Chilliwack Airport for lunch all the cars were back together again. Unfortu-



nately, Gert and Lesley couldn't stay for lunch due to a prior engagement, but we muddled on all the same. The Chilliwack Airport Cafe is a must to visit (especially when you are hungry), and their pies are Hm mm Good (or something like that).

After lunch most of the group went their own way home, but a few brave souls decided that they would again "follow that Cambridge" for at least part of their journey home. So we ambled (can't go any faster than that in a Cambridge) through Chilliwack, crossing over the Freeway a few times, but driving country roads. The group at this point were Bob and Sharon Green and, yep, you've guessed it, Carl. Around the point where I made a wrong right turn, we lost the Thunderbird. They had dropped the top on the Thunderbird when we left the Dickens Sweets and Chocolate Store (great British sweets and dry goods, plus a five vehicle antique car collection), but around the time I got lost, the rain started again, so they stopped to put up the Thunderbird's top. Well, I got us (sorry, Linda got us) back on track and headed down the correct road. Bob and Sharon left us when we went north through Abbotsford, but Carl stayed with us, planning to stay on the Lougheed when we peeled off into Pitt Meadows.

Driving through Albion (home of the Albion Ferry, no less) the rain started again. This time it must have been at least a 20 on the "Carl Gauge." And Carl kept a smile on his face - mind you, through my rear view mirror, that smile looked more like a grimace! At Maple Meadows Way, we waved Carl a bon voyage and drove home leaving him to trundle (or squalch) his way

to Vancouver.

The round trip for the Cambridge was 120 miles, but others had to do a lot more travelling. Even so, it was a good day and everyone said that they enjoyed the journey and (of course) the eats.

Next trip for the hardy types? Who knows!

Committed Thames Owner Goes to Riverview

Anonymous Reporter

Les Foster, well known Thames truck collector, reportedly went to Riverview Provincial Mental Hospital April 24. The Roundabout has learned, however, that only Les' 1951 Thames 10 cwt. pickup truck made the trip on a transporter. Les was apparently reluctant to go anywhere near the hospital in person.

The truck was rented to Reel Cars Ltd. and used in a film shoot for a television series called "Out of Order." Coincidentally, this title exactly describes the mechanical state of the vehicle. The scene being shot was supposed to represent a "flashback" to Budapest, 1947. Filming took place around the very old and long disused West Lawn and Crease Clinic buildings.

The Thames was safely returned later the same day, something Les was unwilling to chance himself. Information on the film site was ob-



tained by Les from OECC Vancouver Coast Branch Vice-Chair, Fred Bennett. Fred spent the better part of thirty-five years at the institution as, he says, a health care professional. Roundabout correspondents are presently trying to verify his claim.

Les escaped his handlers a couple of weeks later and, aided and abetted by Brian Lees, Paul Beenham, and Itallo Cirrillo, purchased yet another Thames E83W van from a farm in Langley. They must be mad!

Austin Sevens at Pebble Beach

Steve Diggins

The August 17, 2003, Pebble Beach Concours D'Elegance, the premier car show in the world, has announced that it will honour the Austin Seven this year with two classes, one for English-built Sevens and one for their derivative including the American Austin, American Bantam, Dixi, Rosengart and other licensees (excluding commercial vehicles). One of the Austins to be displayed will be a freshly



finished restoration from the Vancouver area, a rare supercharged factory racer from 1929.

Custom & Classic Car Show

Fred Bennett

Two things happened on April 25: the sun came out after weeks of rain and setup for the 7th Annual Classic and Custom Show, held at Tradex in Abbotsford, began. Engaged in this task for our Branch display were Brian Lees, Richard Taylor, Gerry Parkinson, and myself. Our featured cars this year were Roy Wilkins' 1928 Austin Seven Van, Elaine Lafontaine's 1961 Wolseley 6/99, Walter Reynolds' 1965 Austin Cambridge, and a 1951 Austin A-90 Atlantic owned by Shirley Mackenzie of Port Coquitlam (non-member). The Branch connection with this car? It was perfectly restored by our own member Steve Diggins. Each of these cars was graced by a stand with an information sheet created by Gerry Parkinson.

The show opened promptly at 10:00 Saturday morning and continued until 4:00 PM Sunday. Acres of muscle cars, hot rods and customs, and, of course, the most interesting section! This was the wing where our display, the Morgan Owners Group, the Fraser Valley Motoring Club, the Mini Owners Club and the British Motorcycle Owners Club were featured. Guess where we spent the most time? On the other hand, considerable time was spent wandering among the cars to carry out our judging duties for the awards.

This show was begun by Steve Diggins in 1997 at "the Dome" in Vancouver and was held at this venue until 1999. In 2000 Steve moved the show to Tradex where it has continued. In 2002 Steve

Herbert Austin's little Seven was a stroke of genius in the early twenties and saved his company from going under. The Seven allowed many people to buy their first car. Fred Deeley started selling them in Vancouver in 1932 and did a brisk business. He even encouraged the factor to build special LHD export models which they did.

The Seven also became important to racing and record breaking in Class H, 750cc. The picture above is of Malcolm Campbell setting new records at Daytona Beach in 1931. Many famous drivers got their start in Austin Seven racers and progressed to Formula One. Long before there were go-karts there were Austin Seven race cars to start in.

This small car was also the cornerstone for many car companies to start with. Colin Chapman made his own Austin Seven race cars before he started Lotus. BMW's first automotive success was building the Seven under license. The same happened with Datsun which is now Nissan. Bruce McLaren started with Austins.

The Austin Seven might be a little car, but it has a big piece of automotive history.

Ed. Note: For information on the Pebble Beach Coucours, visit www.pebblebeachconcours.net.

turned the event over to Richard Scholta, the current organizer. Our Branch has taken part since the beginning.

Sunday's move-out time was accomplished with the speed borne of experience. Another good weekend. Trophies and awards? Yes, our Vancouver Coast Branch did well again. In the vintage class, Roy Wilkins' Austin Seven Van took Second Place. You should have seen the look on Roy's face as he snuggled between two Molson Indy Girls to have his picture taken! In the Best Restored Class the Austin A-90 Atlantic took Third Place, a tribute to Steve Diggins' skills. And our Branch display was awarded Second Place. I believe ours was the only club to take a total of three awards.

It was another good weekend thanks to Brian, Richard, Gerry, Roy, Elaine, Walter, and Shirley.



Fred Van Aggelen's 1959 Morris Oxford Series III

Van Dusen ABFM

Les Hetherington



Itallo Cirillo's Vauxhall - probably OECC's most famous car since it was featured in the June 2003 issue of Collectible Automobiles!

Dave and Chris Walker's Austin Seven with a bit of Roy Wilkins' Albert nearby.



Elaine Lafontaine's 1961 Wolseley 6/99 enjoying the sun after it came out.



Paul and Kelly Beenham's beautiful Prefects (that's plural, though only the bonnet of the second one is visible).

Thumbs up for OECC! After a wet morning, the day turned sunny and lawn chairs came out. Roy Wilkins' Rachel provides the background.



Bart Shaw would have stolen it if he could have started it!

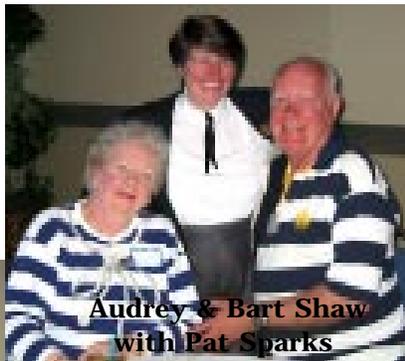
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People's Choice Car, 2nd Place: Paul and Kelly Beenham's Vauxhall (Vancouver Coast)

Engine Assembly Contest: Dave Pollard with 39 seconds (South Island)

Oxo Cup: Patricia Sparks (South Island)

Link Trophy: Don Graham (Central Island)



Audrey & Bart Shaw with Pat Sparks



Les & Carol Hetherington

As you can see, the Vancouver Coast Branch excelled where it counts. All in all, a great weekend and a great opportunity to meet and mingle with members of our other Branches. A big "Thank You" to the Central Island Branch for their event.

Steveston Run

Rachel Nelson



The Saturday before Easter ... cool and wet.



Larry Clarke planned a short run to an interesting destination.

Toured the Britannia Heritage Shipyard and the Murikami Visitor Center.



Great lunch at Salmon City on the dock. A fun run enjoyed by everyone!

Old English Cars in India

John Peirson

Marny and I traveled to India in February in order to bring you yet another fascinating story of interesting old English cars. Alas, motoring today in India is very much a contact sport, so there is no place on the roads there for nice cars (though we were told both BMW and Mercedes have assembly plants there). The only English cars we saw in use were Range Rovers and a Jaguar or two. I spotted two retired Indian-built Morris Minors. The official limousines and many taxis are Ambassadors, 1950s Morris Oxfords build under license.

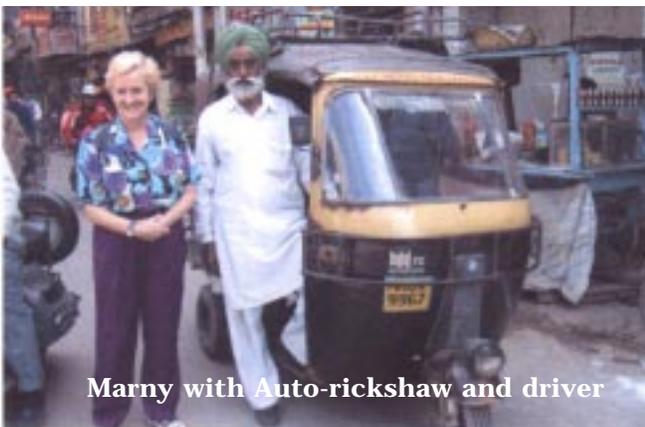
Our particular corner of the hobby being Rolls-Royce and Bentley, we sought out owners of such



1938 Rolls-Royce Phantom III

cars and found 15, all except two being older models. The two exceptions were a 1990 Silver Spirit and a 1992 Silver Spur. Both owners agreed that there was little opportunity to use such cars in India today.

We took in the annual Vintage Car Rally in Delhi. There were nearly 100 cars participating, mostly English or American with one or two each of French and Italian. The oldest was a 1914 John Morris fire engine (I had not heard of this make



Marny with Auto-rickshaw and driver

before, and it is not listed in Georgano), after which were a few 1920s, including a fine 1924 Morris Oxford, numerous Austin 7s, Morris 8s, a

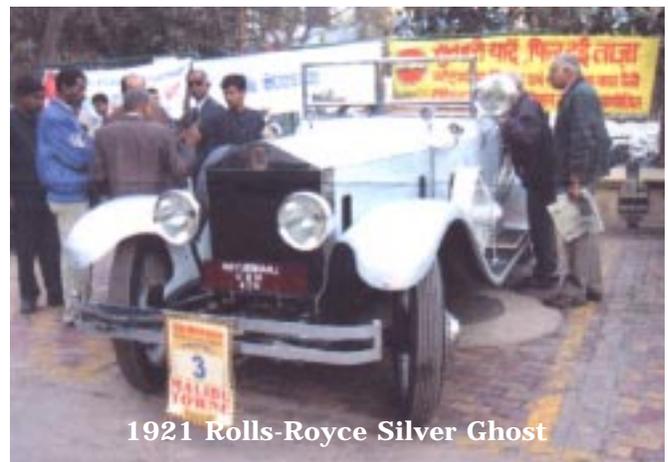
Riley, a Lagonda, a 12hp Wolseley, several MGs, Hillman, Humber, Singer, Lanchester, Jaguar, and, of course, Rolls-Royce and Bentley.

We traveled around India mostly in a 12-seater Tata bus, but we used bicycle rickshaws, auto-



1924 Morris Oxford

rickshaws (tuk-tuks) and taxis, too. We rode on a camel and an elephant, and on a cart pulled by a camel. The roads outside Delhi are narrow and very rough, with pedestrians, holy cows, camel carts, bullock carts, tractors, bicycles, tuk-tuks, etc., as well as trucks, buses, cars, scooters, and



1921 Rolls-Royce Silver Ghost

motorcycles competing for space, so speeds were slow. The only rule seems to be that priority is given to the biggest vehicle! Drivers seldom have rear view mirrors, so a loud horn is essential. Lights are limited to head lights except on very recent models, brake lights and turn signals are not used as far as I could see. Minor collisions are frequent, we were involved in four, and we saw evidence of a few serious accidents. I was not tempted to try driving in India!

En route to India we spent three days in Kuala Lumpur, Malaysia. We found just one Rolls-Royce there, the 1952 Silver Wraith ALW3 that was used by the British High Commissioners and Prime Ministers until 1976. It is now in a museum.

AirCare/Vintage/Collector Program Update

Fred Bennett

The last Collector Car Council meeting was held April 15, 2003. Represented were AirCare, Envirotest Canada, ICBC and the car clubs. Clarification was received on the following items:

- 1) Approval for the installation of electronic ignition on collector and vintage vehicles has been received. The distributor must remain stock in appearance. If the installation of a "black box" is required this must be in a discrete manner (i.e. hidden). This is seen as a safety feature.
- 2) Definition of "Club Activities" related to the use of vintage-plated vehicles: There is no hard and fast rule and does not need to be a published club event. An informal car run by club members for a coffee or breakfast gathering is acceptable.

Items for discussion were:

- 1) AirCare standards applying to modified A and B Collector vehicles: Those modified vehicles registered post-1995 are classed as "A" (after) and must meet 1988 AirCare standards. Modified Collector status applies only to 1948 and earlier vehicles.
- 2) Discussion and update on ICBC AutoPlan Agreed Value program: 715 applications have been received with approximately 400 processed.
- 3) Approved "period" accessories and safety modifications for vintage- and collector-plated vehicles: Work is underway to compile guidelines.
- 4) AirCare difficulties for "unique" vehicles (e.g. Isetta, Messerschmitt): Owners of such vehicles should contact Ron Leavitt, Emissions Technical Advisor at 604-453-5163.

Frequently questions are asked regarding the acceptability of specific vehicle items for vintage- or collector-approval such as wheels, radios, steering wheels, and mirrors. Owners with such questions should contact Nigel

Matthews at 604-982-4718 before making application or making a change to an approved vehicle. Approved changes to a vintage or collector vehicle will be noted on your ICBC file. This

is important and will maintain your coverage.

If you have questions, please contact me at 604-939-1773 or fax 604-939-1753.

Highland Games in Coquitlam on June 28

Jon Bell

The site of the 10th BC Highland Games is once again Town Centre Stadium in Coquitlam. Directions to the southeast entrance are posted on Pine Tree Way. A major event in the Games circuit, this is the longest running sporting event in Vancouver. Admission is free for English car owners participating in the "Show and Shine." Arrive on the field by 10 am and stay until 3 PM or stay into the evening and enjoy live entertainment and the Beer Tent. A "Chieftain's Choice" plaque goes to a car the Chieftain of the day finds most deserving. You might enjoy the Whisky Tent where I give out tastes of single malts (tickets required). Most think this is a great event, though a few find the sweet sound of the pipes a bit overwhelming. For more information visit www.bchighlandgames.com or call me at 604-434-7433 in Vancouver weekdays or 604-741-0788 in Sechelt on weekends.

OECC 2002 Financials

	Opening Balance from 2001	\$373.36
Income:		
Renewals 48 @ \$20	960.00	
Returning Members 29 @ \$25	725.00	
New Members 9 @ \$25	225.00	
1/2 yr Members 6 @ 12.50	75.00	
Ladner-Bellingham Run	2942.30	
Ladner-Bellingham Raffle	87.00	
Regalia	76.57	
Classic & Custom Prize	100.00	
Name Tags	35.00	
Christmas Party Guests	1200.00	
Christmas Party Raffle	166.00	
Bank Interest	2.56	
AGM Reimbursements from 2001	490.75	
Total Income	\$7085.18	\$7085.18
Expenses:		
Society fees for 92 members	667.50	
Roundabout Printing & Paper	471.18	
Accounting Computer Program	80.00	
Meeting Expenses	50.54	
Regalia	340.00	
Postage & Accounting	15.42	
Awards	44.71	
LBRun Cost to Members	102.43	
LBRun Printing & Mailing	68.59	
Emerald Bay Events	1956.42	
Christmas Gifts	300.44	
Christmas Mailing	40.28	
Roma Hall & Wine	1485.33	
Total Expenses	\$5622.84	\$5622.84
Carry over to 2003		\$1835.70

May 25 Spring Fun Run

Gerry Parkinson

Photos by Les Hetherington

and Dave Walker

The First Annual OECC Spring Fun Run took place Sunday, May 25. The run started from the Fort Parking Lot at Fort Langley. The first car was dispatched at 10 AM and then every two



minutes after that. The run went along River Road, through Glen Valley Regional Park and then made a very picturesque tour around the farmlands of rural Langley ending back in the town



of Fort Langley after 31 miles and 1.5 hours. It was a beautiful warm morning and the sun even came out allowing many cars to go topless.



The finish was at The Fort Pub & Grill in Fort Langley where we were timed in by Marshal Brian Lees. We then handed our run sheets into Marshall Les Hetherington for scoring.



There were an amazing collection of Jaguars, Austin Minis, Austin

Cambridges, MGs and a Daimler, Bentley, Morgan, Vauxhall and Nash Metropolitan to round out the show. We attracted lots of attention from neighbourhood passersby. After the judges officially tallied all of the scores, threw in some points for mystery times and generally did other hocus pocus on the scores that they did not explain (my official score was



25.83??), there was a four-way tie for second place. The tiebreaker was the amount of air pressure carried in your spare tire! Well I am sure that Walter Reynolds had never seen that dusty old wheel that was cranked out of the bottom of his Austin Cambridge, because

when it landed on the pavement it obviously had not seen the light of day since the mid-sixties. The needle on the pressure gauge did not even budge, leading Brian Lees to suspect the gauge could be broken. Alas, the tire pressure was absolute zero and the Reynolds vehicle was edged out of the prizes.



The winners were:
1st place: Dave Walker in an Austin Mini Wagon with two navigators – Chris Walker and John Chatterton.
2nd Place: Gerry Parkinson in an MGA with Anita Parkinson navigat-

ing.

3rd Place: Mike Smith in a Bentley with Barbara Smith navigating. The prize for slowest time but with great accuracy went to Carl Knorr and Pauline Hastings in an MG Midget.



The whole group of 24 hungry drivers and navigators then descend on the Fort Pub for lunch, laughter and great



prizes. This was a wonderful outing that was enjoyed by everyone who attended and we would like to thank Marshals Les



Hetherington and Brian Lees who laid out and tested the run along with Steve Hutchens, and Carol Hetherington and Iris Lees for assistance on the run.

Autojumble

Free English Car Ads!

NEW GUIDELINES:

- 1) Submit ads by the 20th of the following months: January, March, May, July, September, and November.
- 2) Ads will be run for two issues, unless removed.
- 3) Ads will be removed after the second issue unless resubmitted.
- 4) New ads are placed on our website as soon as received.
- 5) Please notify the editor if you buy or sell a car or parts!

Cars For Sale

1948 Rover P3 Sports Saloon. Complete but needs full restoration. \$2,800 or interesting trade. Bob (Victoria) 250-472-2292 or tfam@shaw.ca.

1952 Morris Cowley Pickup. Running order except for brakes. Used by the local butcher until a few years ago, and then by a guy who had a gift store in Sechelt. Taken off the road because of the brakes. Vehicle located in Gibsons. Call 604-707-0090.

1959 MG A Roadster (30% complete) and a **1962 MG A Roadster** (65% complete). Asking \$7,500 for both, or trade. John Lineker (Mission), 604-820-1216.

1968 Daimler Mk 2, V8 250. Right Hand Drive. Excellent body and paint. All chrome replated, new tires, radiator, water pump, fuel pump, fuel tank, headliner, carpets. Price: \$13,500. For more details please phone Brian at 604-583-5424 or Cell 604-250-0164.



1968 English Ford Cortina Station Wagon. Running order. Needs TLC. Margerie 604-277-4071.

1976 Jaguar XJ6 Coupe. 4.2 automatic, collector plates. 100,000 miles. Sable brown. One of the best in BC. Seriously for sale. Offers on \$12,000. Ian 250-537-1098 or foubi@saltspring.com.

1987 Jaguar XJ 6 Sovereign. 186,000 km. Sunroof, cruise, leather, CD player. Great shape. View at www.members.shaw.ca/xpidite. Steve Mahovlic pager 250-954-6331.

Three Morris Minors. One complete, 2 for parts. \$1,200 for all three. 604-576-2438.

Parts For Sale

Trafficator Units. Two sets of externally mounted trafficator units suitable for earlier vehicles. 6 volt. Brand name is "One Point Five." Units are new and still wrapped in factory paper. \$50 per set. Les Foster, 604-943-4936 or leswfoster@hotmail.com.

Hillman Parts. Miscellaneous early and later 1950s Hillman Minx and Hillman Husky parts; carbs, etc. Richard Mackie 604-532-9250.

Piston Rings. N.O.S. McQuay-Norris piston rings, made in USA, for **Hillman Minx, Sunbeam Talbot and Triumph Mayflower.** Les Foster 604-943-4936 leswfoster@hotmail.com.

1974 MG B Parts. Chrome bumper roadster. All parts for sale. Hard top, new rostyle wheels with good tires, engine, 4 speed trans, new floor panel for drivers side, never installed. Parts \$5 to \$400. Larry Clarke, 604-948-5067.

Parts Wanted

For 1949 Prefect (upright): Orange trafficator lens and the lens for the interior dome light along with the attendant bulbs.

Brian Mellis (Kelowna) 250-769-5266.

For 1959 Morris Oxford Saloon Series II (serial #DAU4288153) windshield: Contact British Motors at britishmotors.gscs@telus.net or 604-580-1353 if you have one or know where you can get one.

Other English Car Ads

Old English Car Club and Registry:

ww.oecc.ca/classads.htm

OECC, Central Island Branch: members.shaw.ca/cioecc/classifieds.htm

Looking For ...

Original owners. Linda Mick, a member of the OECC Central Island Branch in Nanaimo, is looking for old English car owners who have owned their cars since they were new. She has a 1974 MG Midget and would like to hear from others who are the original owners of their English cars. Contact Linda at 250-714-1854 or lmick@shaw.ca.

Discounts for Members!



Present your OECC Membership Card for a Commercial Discount at either Decker's Auto Plus location.



Present your special Member Discount Card for a Commercial Discount at any Lordco location. Ask for a discount card at any OECC meeting.